


Intimations.
KELLY & WALSH LD.
JUST RECEIVED.
IMPERIAL PURE LINEN
NOTE PAPER AND ENVELOPES.
IMPERIAL PURE LINEN
is a high class linen paper of excellent finish and has been specially made by one of the largest British paper manufacturers.
Made in all the regulation sizes and boxed in 5 quires, or in smaller quantities with envelopes to match.
Hongkong, 15th July, 1901. [690c]

ESSETS FLUID
VERSUS
PLAGUE.
What pure Carbolic Acid can do in three hours ESSETS FLUID does in nine minutes.
The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.
Essets Fluid is superior in every way to pure Carbolic Acid.
Sole Agents:
WATKINS LIMITED.
QUEEN'S ROAD.
Hongkong, 6th July, 1901. [714c]

NOTICE is hereby given that **SEEDHOM AND DIECKSTADT, LIMITED**, of Darnley Street, Sheffield, England, Manufacturers have, on the 10th day of June, 1901, applied for the registration in Hongkong in the Register of Trade Marks of the following **TRADE MARK.**

in the name of **SEEDHOM AND DIECKSTADT, LIMITED**, who claim to be the proprietors thereof.
The Trade Mark has been used by the applicants and their predecessors in business since the year of 1870 in respect of the following goods:
Iron and Steel both Raw and in Bar and Rail, Bolt and Rod, Sheets, Plates, Hoops and Wire in class 5.
Dated the 15th day of June, 1901.
JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central, Hongkong.
[636c]

Today's Advertisements.
IN THE SUPREME COURT OF HONGKONG.
INTHE MATTER OF THE ESTATE OF HENRY JAMES FAUNCE, late of VICTORIA, IN THE COLONY OF HONGKONG.
Decree.
NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897 made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 4th day of OCTOBER, 1901.
All Creditors are hereby required to send in their Claims to the Undersigned on or before the said Date.
Dated the 16th day of July, 1901.
DEACON & HASTINGS,
Solicitors for
CHARLES CLARSON & ROBERT WALFORD,
the Administrators of the above Estate.
[756c]

PEAK CLUB.
THE BAND OF THE SECOND BATTALION ROYAL WELSH FUSILIERS will play at the **PEAK CLUB** on SATURDAY, the 20th instant.
OWALD D. THOMSON,
Hon. Sec.
Hongkong, 17th July, 1901. [759c]

TO LET.
(From 1st August next)
N. O. 3, ORMSBY TERRACE, KOWLOON.
Apply to **PUN HING,**
85, Queen's Road Central, Hongkong, 17th July, 1901. [761c]

Intimation.
A. S. WATSON & Co., LIMITED.
WINE MERCHANTS.
ESTABLISHED A.D. 1841.
CLARETS.

	Per Case	Per Doz.
ST. ESTEPHE	\$ 8.98	\$ 7.56
ST. JULIEN	9.00	9.60
LA ROSE	12.98	13.92
CHATEAU HAUT BRION LARIVET	18.80	19.20
CHATEAU MOUTON D'AR MAILHACQ	21.00	22.20
CHATEAU PONTET CAR NET	25.00	
CHATEAU LA TOUR CAR NET	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

These **CLARETS** are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.
CHATEAU LA TOUR CARNET, CHATEAU RAUZAN AND CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines.
We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, JULY 17, 1901.

REUTER'S TELEGRAMS.
BRITISH SOUTH AFRICA. GENERAL BROADWOOD'S PRISONERS.
LONDON, July 15th.
In his action against the Boers under Commandant Reitz, General Broadwood took twenty-nine prisoners, including Commandants Wessels, Clouwe, and Dward, and three Government officials. It is believed that De Wet was among the escaped.

THE VLAKFONTEIN ALLEGATIONS.
In the House of Commons, Mr. Brodbrick read a despatch from Lord Kitchener, in which the latter states that he is forwarding to Commandant Delarey, sworn depositions regarding the shooting of British wounded after the battle of Vlakfontein.

GENERAL FRENCH AGAIN ACTIVE.
General French has captured a Boer laager in the Graaf-Reinet district, but Commandant Wessels, with the main body of the enemy, escaped.

WEATHER REPORT.
The Observatory report says:—On the 17th at 11.45 a.m. the barometer has fallen slightly over the S.E. coast of China and Formosa. Pressure is relatively low over the coast to the N. of the Formosa Channel. Gradients slight for S. and S.W. winds in S. China. Forecast:—Moderate S. winds; squally, showery.

LOCAL AND GENERAL.
MR. DAVID GILLIES was a passenger to Yokohama by the *Empress of Japan* to-day.
THE Clavering arrived here to-day from Taku, with 300 mules and 200 native followers.
ONE of the locomotives for the Singapore-Kranji railway has arrived, and is being put in working order at the Tank Road terminus of the line.
THE Empress of Japan went off with a very full passenger list from Hongkong. A short holiday to Japan seems to be growing very popular during the hot weather.
IN 1902, not more than 48,000 chests of Bengal opium will be offered for sale at Calcutta, and not more than 4,000 monthly, of which 2,000 will be Benares opium and 2,000 Patna.
A COMPANY has been formed in Germany with a capital of £1,500,000 which has purchased all the large rice mills in Germany and Austria. Mr. Rickmers, the owner of several large ships, is the leading spirit of this new rice mill trust.

Intimation.
A HOME paper says:—From the report recently received from the Cape, it would seem as though the Chinese race was in 'some way specially immune to plague.' Out of 684 cases which were reported up to June 1, only one was that of a Chinaman, though all the other races contribute their proportion to the list, while not a single Chinaman has died of the disease.
LORD Kitchener having now got Mr. Steyn's brother, his papers, his capital and his coat, we begin to hope that the capture of that wily leader is drawing near. We hope soon to publish the capture of his shirt, next his trousers and then, after his socks, we presume will come the capture of the man himself. By the way, how is it nobody tried to capture Oom Paul's hat? With such items of interest pouring in one may expect war corresponding to become quite interesting to the feminine mind. What possibilities would not lie in the capture of Mrs. Steyn's summer outfit?

A DESPATCH dated Sydney, June 19th, says:—A libel action against the *Sydney Morning Herald* commenced in Sydney yesterday. The alleged libel committed was the following advertisement: "A young widow with means wishes to meet gent with a view to matrimony E.B. Somerset Hotel, Newtown." The plaintiff, Eliza Burnett, was at the time of the advertisement licensee of the Somerset Hotel, and living apart from her husband. She claims £1,000 damages and deposed to having received seventy-two letters of a matrimonial tendency, some of which were very insulting.

IT is on the cards, says the *Perak Pioneer*, that an invitation has been received from Hongkong, for a combined Straits—F. M. States Cricket team to proceed thither next November, to try conclusions in willow wicketing. The Hongkongites will need to put their house in order, to meet such a powerful combination as they will probably have to face. It is also said to be on the cards, that the several Straits and F. M. S. Cricket Clubs are putting their heads together, with a view to a combined team inviting teams from Hongkong and Ceylon to meet them at Singapore next Chinese New Year.

THE s.s. Min, a small but eminently useful steamer, recently purchased in England by Messrs. Butterfield & Swire, agents for the China Navigation Co., Ltd. arrived at Shanghai from home on the 10th inst., says the *China Gazette*, after a very successful voyage out. She is only 367 tons net register and looks like one of those little steamers that swarm in the Inland Sea of Japan. She was built by Mordy and Carney, of Southampton, for the Congo Free State Government, but was finally bought by Messrs. Butterfield & Swire for the China trade. She was christened by Capt. J. McD. Howle and a ship's company of 28 all told. She is twin-screw, driven by triple expansion engines, of 78 H.P. and is a very handy and well found little craft. It is expected that she will go up to the Gulf of Pechili for the present run between Chefoo and Yang Koa-kow. She ought to prove a very serviceable and profitable little craft just now.

LAST week a steamship sailed home from Singapore, say the *Straits Times*, with over 4,000 tons of cargo space unoccupied. That space, it was hoped, would be filled with freight from Colombo at ten shillings a ton. She could have filled up here twice over at twenty-five shillings a ton; but the Conference rates run from thirty to fifty shillings a ton. As a matter of fact—did the Conference permit its customers to load for Colombo and there tranship for home, which it does not—they could forward goods for twenty shillings a ton at the utmost. In view of Mr. Kynnersley's report on this subject, it might be suggested that the strangulation of certain branches of the local export trade by the exorbitant tariffs demanded by the Shipping Conference is a fit subject for Government enquiry. Unfortunately, however, the local Government seems to be—and we think we are safe in saying it is—afraid of the Shipping Conference.

SHANGHAI has been visited by very wet weather lately. The *Mercury* of the 11th inst. says:—The wet weather we have been having for some time past culminated last night in a terrific downpour of rain, accompanied by thunder and lightning. The squall struck the Settlements at about 9.30 and by 10.30 it had fairly well passed off; but it was succeeded by others during the night and morning, and indeed all to-day, so that the streets are now deluged and locomotion of any kind out-of-doors is distinctly unpleasant and depressing. In Hongkong and other low-lying parts of the Settlements large areas are under water, the drains not having been large enough to carry off the floods that were precipitated. The vacant land between West Hongkong Police Station and the Railway Station has been converted into a lake, rather shallow as yet, it is true, but constantly growing deeper; for it is, alas, still raining and there are no signs of improvement.

IN China the barbers' calling is supported by Government. What if a little squat razor only covers an inch or two at a time, and makes the operation unnecessarily tedious? He has the advantage of knowing that he represents lawful authority. He ought never to suffer from being out of work, says a writer in the *Quater*. Then his perquisite, the combings, makes up for natural deficiencies. He can sell at clear profit tails of his own collecting and making. Perhaps the fact that Chinese hair offers little variety in colour simplifies this article of commerce. The more sable the better; children's heads are shaven in order that it may be as black and thick as possible. Black is much more cheerful. A Chinaman plait white silk into his hair when he goes into mourning. Tales of a tail might be multiplied. The Chinaman's is more expressive than any that has not the power to wag with satisfaction or droop with dismay. For convenience in work it is fastened up in a coil, but for a man to speak in his superior without letting it down is an insult.

MAJOR-GENERAL and Mrs. Gascoigne left to-day by the *Empress of Japan*. The General has, we hear, gone on three months' leave and will make the trip to Vancouver and back. A large number of Military Officers saw him off this morning.
IT is reported that beriberi has broken out among the Chinese coolies employed in Christmas Island. Owing to its isolation, and to the fact that it has only recently become inhabited, Christmas Island appears to offer an unique opportunity for studying the disease under scientific conditions.

A 6,000-TON steel spar-deck steamer named the *Sophie Rickmers* was launched at Bremerhaven on the 10th ult. for the Rickmers Company, the speed of which is to be 13 knots. She will be used in the Chinese coasting trade. Two other similar vessels are being built for the same service and the same Company.

THE State Surgeon of Perak says that in citronelle oil people have a cheap commodity at hand which will keep mosquitoes in check. Citronelle oil is made locally from lemon grass, and it has been found efficacious in that its effects are more lasting than those of kerosene oil or chloroform and not quite so unpleasant.

THE new Norddeutscher Lloyd pier at Hoboken (New York) will have cost (when completed) \$2,500,000, says *Fairplay*. The Hamburg-American Line piers in the same city are worth about half that amount. The revenue New York derives from the rental of piers to the Cunard, White Star, American, Atlantic Transport, French, Leyland, National, and other lines, is nearly a million dollars annually. The White Star Line pays the largest rental \$127,000, the Cunard Line next with \$120,000, and the American Line third with \$88,131.

IT is very kind of Reuter to tell us that De Wet escaped again, but why waste money in wiring what everybody can add for himself. The information about Mr. Steyn's costume sent the other day was interesting, as showing that gentlemen's disregard for appearance, but a bare statement that De Wet escaped is carrying regard for accuracy too far. We hope that Reuter will leave De Wet's escapes to our imagination for a time. We can all supply them ourselves. Then Reuter will be able, when the time comes, to describe his capture in his shirt or socks, or even his collar alone, and thus expend the money saved on his escapes.

A DISGRACE TO HONGKONG.
If any member of the community thinks that some of the measures of the Government are decreed when they should be commended, let that member take a walk down West and visit the latrine at the corner of Gough and Aberdeen Streets. Long before you reach it you will be able to understand where it is situated. Here is a place let to a Chinaman by the Government and naturally he at once turns it into a money making venture. He charges 2 cash a head and sells the product to Canton. The stench, and filth on my visit were indescribable. It is obviously impossible to go into details on such a subject. All I would say to any defender of the sanitary methods employed in Hongkong, let him go and see, for himself and for ever hold his tongue. A hundred yards or so away is a public latrine run by the Government which is certainly better kept. It is built under the tennis lawn of the Bellios Public School and repeated complaints are being made as to the stench rising, the girls finding it unbearable when engaged in play.
THE WANDERER.

AT THE MAGISTRACY.
UNLAWFUL PURPOSE.
Mr. J. M. Gutierrez, of Messrs. Blackhead and Co., charged Wong Yaw with feloniously entering a certain dwelling. His Worship sentenced the defendant to one month's hard labour as a rogue and a vagabond.

IMPORTANT CASES.
Inspector Riley, of Tsim Tsi Tsui, had 12 sampan men up this morning. It was conclusively proved these men had no fishing licences for their boats and in face of the gravity of the offence, they were fined \$1 each. Inspector Riley is already making his presence felt.

*** * ***
STEALING RATTAN.
Tsin Ka was sent to prison for 3 weeks for stealing a bundle of rattan. If it had been possible, he should have felt the weight of each stick of the bundle.

*** * ***
STEALING FLOUR.
Mr. C. Mackshan of the Dairy Farm secured Wong Ti, 7 days in gaol for stealing 3 catties of flour.

*** * ***
THE "BOY" AGAIN.
Mr. Major charged O Sin (significant name) with stealing from him. O Sin was awarded one month's hard labour.

THE PLAGUE.

	Chinese	Other Asiatics	Europeans
Number of cases reported up till noon of the 16th July, 1901	1,483	28	2
Number of cases reported during the past 24 hours	1	0	0
Total number of cases reported to date	1,564	28	2
Number of deaths reported up till noon of the 16th July, 1901	1,446	9	2
Number of deaths reported during the past 24 hours	2	0	0
Total number of deaths reported to date	1,491	9	2
Cases Chinese	6	0	0
" Other Asiatics	0	0	0
" Europeans	0	0	0
Total	6	0	0
Deaths Chinese	9	0	0
" Other Asiatics	0	0	0
" Europeans	0	0	0
Total	9	0	0

The plague returns for last week were:—
Cases 26
Deaths 21

HONGKONG GENERAL CHAMBER OF COMMERCE.
At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held in the Board Room, Hongkong and Shanghai Bank, on Tuesday, the 9th July, 1901, at 4 p.m.,—Present:—Sir Thomas Jackson (Chairman), Mr. C. S. Sharp (Vice-Chairman), Hon. J. J. Bell-Iving, Messrs. A. Haupt, W. Poate, R. L. Richardson, H. A. Ritchie, N. A. Siebs, H. E. Tomkins, Hon. J. H. Whitehead (ex officio), and R. C. Wilcox (Secretary).
MINUTES.
The minutes of the previous monthly meeting (held 17th June) were read and confirmed.

THE PROHIBITION OF IMMIGRATION FROM HONGKONG INTO STRAITS SETTLEMENTS.
A letter was received from the Colonial Secretary, under date 20th June, in reply to the Chamber's letter of the 6th June, stating that H. E. the Governor, after first appealing to the Government of the Straits Settlements, had approached the Secretary of State for the Colonies with the request that the prohibition against coolie immigration might be relaxed, and received a reply on the 18th June, to the effect that, in view of the serious character of the epidemic, it was considered better that the prohibition should remain until the views of the Governor of the Straits Settlements had been considered.
On the 24th June, receipt of this letter was acknowledged and the thanks of the Committee tendered to H. E. the Governor for the prompt action taken in the matter, which it was hoped would result in the eventual withdrawal of the prohibition.

THE VENICE CONVENTION AND THE DEPARTURE OF SICK CHINESE FROM HONGKONG.
The Chairman said that the deputation, consisting of Messrs. Ritchie, Poate, and himself, waited on the Governor on the 27th June to lay the views of the Committee on the question of permitting sick Chinese to go to their homes on the mainland. They found His Excellency quite in sympathy with them on the subject, and he informed them that he had that day despatched the following telegram to the Secretary of State for the Colonies:—

TELEGRAM FROM GOVERNOR TO SECRETARY OF STATE.
26th June, 1901.
"Referring to my telegram of 30th May and 14th June, unofficial members of Council request me to transmit following telegram:—We support appeal from Chinese and from Viceroy applying for permission for plague patients leaving Colony and returning home. Venice Convention did not contemplate such circumstances as these. Majority of Hongkong Chinese have homes and families in neighbouring provinces, where they go when sick. Prohibition irritates people, producing no effect. Persons suffering from plague leave before the disease is apparent, whilst thousands healthy people had already left for fear of detention if taken ill. It is estimated that one-third population had already left. If prohibition is still adhered to, epidemic does not abate, exodus likely to continue. Business injured; local industries virtually stopped. Attorney-General advises that Venice Convention not binding on Colony."

In consequence of their representations the Governor sent the following additional message to the Secretary of State on the 28th June:—
"Referring to my telegram of yesterday, deputation of Chamber of Commerce has just waited upon me with similar request and emphasize fact that Venice Convention is not in force in Hongkong." Probably nothing would be done now, as the plague was waning rapidly, but he thought their representations would have a good effect for the future.

THE SANITATION OF THE COLONY.
A letter having been received on the 13th June from the Colonial Secretary, in reply to the Chamber's letter of the 7th June, on the above subject, in the course of which it was assumed that the committee had hastily accepted reckless and exaggerated statements that had appeared from time to time in the public Press.

It was decided to reply and express the Chamber's regret at finding the Governor took exception to the attitude adopted by the Committee, to assure His Excellency that their action was not dictated by any spirit of carping criticism, but was animated by a sincere desire to strengthen the hands of the Government. Also point out that there was nothing in the Chamber's letter to justify the assumption by H. E. that the Committee believed in the truth of any "exaggerated statements." This letter was despatched on the 24th June.
Read letter from Colonial Secretary, dated 6th July, in reply to the above.
After an expression of opinion that the last paragraph dealing with the death rate of Hongkong was based on an entirely mistaken calculation, since the population of the Colony is of a constantly shifting character and is mainly composed of male adults who in most cases go home to die, and could not therefore be compared with the death rate of cities of the United Kingdom.

It was decided to publish the correspondence, **THE MEDICAL INSPECTION OF PASSENGERS.**
Read letter from Colonial Secretary, dated 3rd July, transmitting copy of a letter from Dr. Swan, Acting Health Officer of the Port, in which he traversed the statements made in Mr. Ritchie's letter to the Chamber on the above subject.

Also read rejoinder from Mr. Ritchie rebutting the statements made by Dr. Swan, and enclosing letters from Capt. Vibert, commander of the s.s. *Coromandel*, and from Capt. Denny, of the s.s. *Ballaarat*, in support of and confirming the details given by him in his letter of the 17th May.

It was decided to forward copies of these letters to the Government with a covering letter in reply, but not to publish the correspondence on account of its length.

QUARANTINE.
Read letters from Government, dated 26th June, 1st July, and 8th July, announcing, respectively, the imposition of quarantine at Wei-hai-wei for ten days on arrivals from Hongkong; of the imposition of quarantine at Foochow on arrivals from Hongkong, Swatow and Amoy; and stating that though there were still cases of plague at Foochow City, Pagoda Anchorage is now free from the disease.

THE TARIFF QUESTION AND THE CHINESE INDEMNITY.
Read letter, dated 17th May, from the London Chamber of Commerce forwarding copy of letters received from the Foreign Office to the effect that the question of an increase of the Customs Tariff in China as a means of raising the funds required for payment of the indemnities was receiving careful consideration at the hands of His Majesty's Government.
The Chairman thought this called for no comment.

THE DIRECTOR OF PUBLIC WORKS.

A letter having been addressed to the Secretary by the Hon. T. H. Whitehead enclosing copy of a letter addressed by him to H. E. the Governor under date 8th July, suggesting that as Mr. R. S. Ormsby, Director of Public Works, has retired, or is about to retire, on pension, His Excellency should telegraph to the Secretary of State, "urging the imperative necessity of securing a really competent man" for the post and asking the Chamber for their concurrence and support in making this recommendation.

The matter was brought up for consideration. The Hon. T. H. Whitehead asked the Secretary if he had received a further letter enclosing copy of H. E. the Governor's reply and of two resolutions which he had sent to the Chamber at 3 p.m. that day, which resolutions he would like to submit at a subsequent meeting of committee when Mr. Ormsby's retirement had become officially known.

The Secretary—No, I left the Chamber at ten minutes to 4 o'clock and your letter had not arrived then. The messenger must have lagged on the way.

Mr. Whitehead—Well, in that letter I enclosed copy of the Governor's reply, and it is stated that he was not aware Mr. Ormsby had retired, I ask leave to postpone consideration of this question until next monthly meeting or until Mr. Ormsby's resignation is officially known.

The Chairman—I don't see how we can do that, Mr. Whitehead. The Committee have made up their minds on the subject and we wish to close it now.

Mr. Whitehead urged the great importance of the appointment to the Colony generally and that in the interests of the trade and the shipping of the port, the Colonial Office, through the Colonial Government, and the London Chamber of Commerce, be urged to select and appoint a thoroughly experienced officer of considerable professional standing. He was sure he could convince the Committee that the question was well within the objects and reasons of the Chamber's existence—see No. 2 of the Rules and Regulations. It was one that would be taken up readily by the London Chamber of Commerce, the trade and shipping having suffered serious loss annually for the last seven years through the insanitary condition of Hongkong. The Director of Public Works is responsible for the drainage and sanitation of the City.

The Chairman then suggested that the Minutes of the Committee on the question should be read.

This was done, and after Mr. Whitehead had again urged the matter was a fitting one for the Chamber to take up.

The question was put to the vote, when the Committee unanimously decided that the question was not one on which the Chamber could express an opinion, it being outside their province, but in the event of the Government applying to them they would then express an opinion to the best of their ability.

DIFFICULTY AND COST OF PROCURING BALLAST.

The difficulty now experienced by agents of ships in procuring sand or stone ballast was brought before the Committee and considered. They were informed that not only has the cost of obtaining this ballast increased by more than 100%, but a practical royalty of 6 cents per ton has been imposed by the Government. In addition, there seems to be a delay in getting a permit, and this is aggravated by junks being compelled to proceed to places where the supply is limited and scattered.

It was decided to address the Government on this question, as steamers have sometimes, after waiting some time, been compelled to leave port without the ballast.

This concluded the business.

COOLIE IMMIGRATION.

[THE CHAMBER TO THE GOVERNMENT.]
Hongkong General Chamber of Commerce,
Hongkong, 24th June, 1901.

Sir—I have the honour to acknowledge receipt of your letter (No. 476) of the 20th inst., in reply to the Chamber's communication of the 6th idem in reference to the prohibition by the Government of the Straits Settlements against coolie immigration from Hongkong. I am now directed to ask you to convey to His Excellency the Governor the thanks of the Committee for taking up the question with such decision and promptitude, and to express the hope that the ultimate result of his action will be the withdrawal of the prohibition against immigration.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Colonial Secretary.

SANITATION.

[THE GOVERNMENT TO THE CHAMBER.]
Colonial Secretary's Office,
Hongkong, 13th July, 1901.

Sir—I am directed to acknowledge the receipt of your letter of the 7th inst., and to inform you that His Excellency the Governor joins with the Chamber of Commerce in the regret that, here, as in India, the anxious efforts of the Government have failed to control Bubonic Plague, or to materially check its ravages.

As to the various matters on which the Committee of the Chamber of Commerce have been good enough to give their views, they have long been subjects of most anxious consideration by those whose professional knowledge and experience have been put at the disposal of the Legislative Council. His Excellency would suggest that as the Chamber of Commerce is directly represented in the Council, it should request its representative to bring its views before that body, where the grounds for assumptions which appear to have been somewhat hastily adopted may be clearly stated and fully answered. His Excellency instructs me to add that nothing could more contribute to the commercial losses pointed out in the 4th paragraph of the letter than reckless statements, some untrue, and others greatly exaggerated, that have appeared from time to time in the public press; and the apparent acceptance of these statements by the members of the Committee of the Chamber of Commerce without investigation or adequate knowledge, may permanently affect the prosperity of this Colony, dependent as it is upon the business incidental to a great shipping port of call. The Governor observes with satisfaction that the Committee of the Chamber of Commerce are prepared to accept cheerfully the increased taxation that will probably be necessary to meet the heavy expenses of contemplated measures for the general improvement of sanitation.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) T. SERCOMBE SMITH,
Acting Colonial Secretary.
The Secretary, Chamber of Commerce.

[THE CHAMBER TO THE GOVERNMENT.]
Hongkong General Chamber of Commerce,
Hongkong, 24th June, 1901.

Sir—I beg leave to acknowledge receipt of your letter (No. 1400) of the 13th inst. In doing

so, I am directed to express the Chamber's regret at finding from its tone that His Excellency took some exception to the attitude adopted by the Committee in their letter of the 7th inst.

I am instructed to ask you to convey to His Excellency the assurance of the Committee that their action was not dictated by any spirit of carping criticism, but arose out of a sincere desire to strengthen the hands of the Government and assist in combating the present serious visitation of plague.

The Chamber do not wish me to enter into controversy, but they wish to put themselves right on one point.

It was stated in your letter that the Chamber had accepted without investigation certain statements made in the local press and described by you as reckless.

In reply to this statement, I beg to point out that no reference to statements made in the local Press appeared in my letter; the references there given were taken from the public utterances of members of the Government and of an expert employed by the Colonial Office to inquire into the sanitation of the Colony. Nor was there anything in the opinion of the Committee, to justify the assumption on the part of His Excellency the Governor that the members of the Chamber believed in the truth of any "exaggerated statements." On this, however, I will not dwell, for, as stated above, I am instructed to avoid even the appearance of wishing to prolong a quite useless controversy.

In addressing the Government on this subject of sanitation in the first instance, the Chamber had not then, nor has it now, any other object in view than to expedite reform in the sanitary condition of the Colony, and they therefore take this opportunity of expressing gratification at the information contained in the last paragraph of your letter, viz., that important measures having this for their object were being contemplated by the Colonial Authorities. The Committee would further add that in bringing forward any such measures, the Government may rest assured of the loyal support and co-operation of the Hongkong Chamber of Commerce.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Colonial Secretary.

[THE GOVERNMENT TO THE CHAMBER.]
Colonial Secretary's Office,
Hongkong, 13th July, 1901.

Sir—I have the honour to acknowledge the receipt of your letter of the 24th ult., and to inform you that His Excellency the Governor accepts unreservedly the statement contained in the second paragraph of your letter under reply.

His Excellency has further directed that a full report on the Sanitary measures taken since the date of Mr. Chadwick's report of 1882 shall be prepared. This report it is expected will show that many hundreds of thousands of dollars have been expended in carrying out the recommendations of Mr. Chadwick's report. When prepared the information will be made public.

In the first letter of the Chamber of Commerce it was assumed that the drainage system adopted on Mr. Chadwick's recommendation is faulty and that the late epidemic of plague now happily disappearing was due in some measure to defective drainage and insanitary conditions existing in the City. This is a very important question on which His Excellency does not feel himself competent to form an opinion based upon any valid grounds that have come under the notice of this Government. If it be so, however, large an expenditure may be necessary it must be faced, and all other projects must yield to imperative Sanitary Improvements as of primary importance. His Excellency has requested the Secretary of State for the Colonies to obtain the services of an expert in drainage and sanitation to visit and report upon the sanitary condition of Hongkong, and until such report has been made His Excellency suggests that it may be well to suspend judgment in the matter.

At the same time it should not be forgotten that even at the height of the Epidemic the death rate of Hongkong was less than that of other Eastern Colonies, and eliminating deaths from plague, it is less than that of many Cities of Great Britain and Ireland.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, to the Chamber of Commerce.

MEDICAL INSPECTION OF SHIPPING.

[THE CHAMBER TO THE GOVERNMENT.]
Hongkong General Chamber of Commerce,
Hongkong, 13th July, 1901.

Sir—I beg to acknowledge receipt of your letter (No. 1067) of the 2nd inst., transmitting, for the information of my Committee, copy of a letter from the Acting Health Officer of the

This letter, which dealt with certain statements made by Mr. Ritchie, was submitted to that gentleman without delay, for reply, and at their monthly meeting, held on the 9th inst., the Committee considered the whole correspondence and decided to forward a copy of Mr. Ritchie's rejoinder to Dr. Swan's statements to you for the information of His Excellency the Governor.

The Committee are of opinion that Dr. Swan has himself contributed, during this controversy, in no small degree to show the necessity that exists for the office of Health officer being held by an official who is able to devote the whole of his time to the duties of the post. They accordingly respectfully beg now to suggest the desirability of (1) increasing the emoluments of this post, (2) of disallowing private practice to its incumbent except in the harbour; and (3) that they would further commend the appointment of a junior practitioner to be Assistant Health Officer, and the employment of another steam-launch to the favourable consideration of His Excellency.

The work has greatly increased of late years, and it frequently happens that vessels enter the harbour from both ends simultaneously. In order to prevent undue detention of ships, it is necessary that two officers be maintained. The revenue derived from the shipping will amply serve to defray the small additional cost involved in this change, the amount collected in 1900 for permits to work cargo, on Sundays alone amounting to \$13,550 or an increase over that of the previous year of \$2,725.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Colonial Secretary.

THE TARIFF QUESTION AND THE CHINESE INDEMNITY.

London Chamber of Commerce,
Botolph House, Eastcheap,
London, E.C.
17th May, 1901.

Sir Thomas Jackson,
Chairman, Chamber of Commerce,
Hongkong.

CHINESE INDEMNITY.

Dear Sir—With reference to your telegram of the 3rd instant, on the above matter, which

was duly communicated to His Majesty's Government through the Foreign Office, as well as a similar message received from the Shanghai Chamber a few days later, I now have the pleasure to forward for your information, copy of letters received from the Foreign Office, which are self explanatory, and which I trust you will regard as satisfactory.

Yours faithfully,
(Sd.) KENNED B. MURRAY,
Secretary.

[Enclosures.]
Foreign Office,
May 8th, 1901.

Sir—I am directed by the Marquess of Lansdowne to acknowledge the receipt of your letter of the 3rd instant enclosing a telegram from the Hongkong Chamber of Commerce protesting against an unconditional increase of the Customs tariff in China as a means of raising the funds required for payment of the Indemnities.

I am to state that the question has received and is receiving careful consideration by His Majesty's Government.

The telegram is returned herewith.

I am, Sir,

Your most obedient humble servant,
(Sd.) F. H. VILLIERS,
Kenneth B. Murray, Esq., the London Chamber of Commerce, Botolph House, Eastcheap, E.C.

Foreign Office,
May 16th, 1901.

Sir—I am directed by the Marquess of Lansdowne to acknowledge the receipt of your letter of the 7th instant, transmitting a copy of a telegram from the Shanghai Chamber of Commerce protesting against the immediate and unconditional increase of the Chinese Customs Tariff as a means of raising funds for the payment of the Indemnities claimed by the Powers.

In reply, I am to refer you to my letter of the 8th instant, in which you were informed that this question had already engaged the careful attention of His Majesty's Government. I am to add that His Majesty's Government are fully alive to the importance of the considerations urged in the telegram.

I am, Sir,

Your most obedient humble servant,
(Sd.) FRANCIS BERTIE,
Kenneth B. Murray, Esq., the London Chamber of Commerce, Botolph House, Eastcheap, E.C.

THE BALLAST QUESTION.

[THE CHAMBER TO THE GOVERNMENT.]
Hongkong General Chamber of Commerce,
Hongkong, 13th July, 1901.

Sir—I am instructed to draw the attention of the Government to the hardship entailed on shipping by the difficulties placed in the way of vessels requiring sand or stone ballast, which are now so serious that they are either put to great and entirely needless expense or compelled to clear without ballast on account of the delay experienced.

Under the present system, application has to be made to the Public Works Department for a permit, and frequently a considerable time elapses before this is obtained and the stevedore receives authority to load ballast at some out-of-the-way place where stones are scattered and scarce. Junks are then sent to this spot to collect the ballast, and as a rule from date of application fully four days pass before it can be placed on board. A practical royalty of six cents per ton is charged by the Government, and, owing to the remoteness of the beaches prescribed in the permit the cost of loading has advanced from 40 to 60 cents to about \$1.40 per ton. The loss caused by detention of the vessel is of course still more serious, and entails positive loss and grave inconvenience to the shipping interest.

As an example of what takes place, I may mention the case of the troopship *H. H. Meier* in March last. Although application was made to the Public Works Department on the 7th of that month, the agents were unable to get a permit to load ballast in time, though the steamer did not arrive until the 14th, and eventually she had to leave on the 12th idem without ballast.

The Committee respectfully submit to His Excellency the Governor that in matters relating to shipping time is necessarily of first importance, the loss by demurrage being very heavy. In a harbour of first class importance everything possible should be done to facilitate the movements of shipping, both in order to protect the interests of trade and, to maintain the reputation of the port for freedom from obstruction as well as from duties. My Committee would therefore venture to suggest, in the interests of the port and the Colony, that the Government should frame some regulations rendering it easy to obtain ballast and sand from places near the harbour at a reasonable cost and without any delay. Taking into consideration the fact that there is no lack either of stone or sand in the Colony, there should be no difficulty in selecting suitable spots for the purpose.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Colonial Secretary.

GOLD PRODUCTION IN JAPAN.

HISTORY.

The *Tiji* contains an interesting account of the gold production in Japan, the account being a stenographic report of an interview with Prof. Watanabe, an expert on mining and metallurgy. The first mention of gold in Japanese annals, says the professor, is in the 2nd year of the reign of the Emperor Mommu about 1,200 years ago. The Court dispatched a man of Yamato to the island of Tsushima to smelt the gold ore found there. Three years after, the annals say, the man sent to Kyoto a certain quantity of the metal to the great satisfaction of the Court, so much so that the latter had the name of the era changed into "Taiho" (precious treasure) in commemoration of the event. The Professor is however inclined to regard the production of gold in Tsushima as apocryphal, and suggests that the mineral may have been brought from Korea, for though a silver mine seems to have existed in the island the existence of a gold mine is dubious. About 50 years later gold was presented to the Court from Mutsu, it having been explained that it was obtained by a certain naturalized Korean at Kinkow, a small island lying off the Bay of Matsushima. Next year a similar tribute reached Kyoto from Suruga, so that by this time the production of gold in Japan may have been a fairly well established industry. But the gold must have come almost exclusively from gold dust not from ore, and this seems to have been the case even to the time of Hideyoshi, more than 3 centuries ago. It was during the Tokugawa Regency that the extraction of gold from mines was started. The Regency took extreme pains in extracting and hoarding the metal, and by far the greater majority of gold mines existing at that time were brought under its direct control. So anxious was the Regency to get a monopoly

of the mines, that it used, it is said, to send out emissaries to the different parts of the country to detect any gold mines whose existence had been kept concealed by the feudal lords. So strict was this secret inspection of the emissaries that the lord of Satsuma alone succeeded in hoodwinking them, and that by means of ingenious devices, such as concealing the mouths of the mines with sods, wild grass or brambles on them as in the case of Mr. Huckleback's gold-mine in Louisa Doane.

EXPORT.

The export of gold from Japan was comparatively large during the pre-Restoration days. According to the inquiries made by the professor into the subject, during the 140 years ending the 3rd year of Meiwa (1766) 191 *kanme* of gold valued at about 1 million *yen* was exported every year to China and Holland, and the export of silver during the same period also reached that amount in value. It was not to be wondered at that the Regency endeavoured in various ways to prohibit the outflow of the precious metals.

ART OF SMELTING.

As might naturally be expected the art of smelting was primitive at that time, and only the ore containing visible ingredients of gold were used. This is the case to a certain extent even to this day, and it is only in the Mitsubishi Sado gold mine and one or two others that the improved method of extraction is used. In fact it was only in 1891 that the art of separating gold and silver contained in copper became first known in Japan. The Sumitomo family got the secret at that time from a certain foreigner, and that occasioned an important departure in the business of that ancient millionaire family, for it then began to get possession of copper mines, and has been doing so ever since. The family therefore must have derived a large profit from the extraction of the precious metal contained in the copper it bought from others for exportation to Holland. Watanabe made an amusing discovery in the libraries of Holland when he visited Europe. The number of years ago. He had been curious to know if possible how the strange absence of gold and silver from the copper imported from Japan was explained in Holland. Notice of this absence was found in some old documents he had examined carefully, but its cause seemed to have remained unsolved. Of course at present a far more perfect method of separation is in vogue in Europe and America, but the author of the present article regrets to find the old style still prevailing to a considerable extent in Japan. He is confident that the copper exported from the Ashio copper mine alone must contain in it at least 200,000 *yen* worth of silver and gold every year.

GEOGRAPHICAL DISTRIBUTION OF GOLD MINES.

Japan's output of gold is at present insignificant, it being only 1.7 tons in 1899 out of the world's total of 470 tons. The professor is however of opinion that Japan has a good chance of ranking as one of the gold producing countries of the world. Her gold mines are scattered all over the country from the extreme north of Hokkaido to the extreme south of Kyushu. In fact Japan's gold producing area is even larger, comparatively speaking, than that of any of the famous auriferous districts in the world. The reason why Japan stands so low in the list of gold producers while so well favoured by nature in this respect is because the metallurgical art still remains comparatively primitive here. Once the latest style is adopted throughout Japan, her gold output will become suddenly increased.—*Japan Times*.

TOO MANY LANDLORDS.

CURIOUS MANILA CASE.

The latest among the many shifting phases of the contention over the Enriquez Estate was developed yesterday. It concerns the premises now occupied as a drug store by Watson and Co., on the Escolla, says the *Manila Times* of the 11th inst.

It has served as an object of attack on the part of the litigants, each endeavouring to secure sole proprietary control over the building, with the right to collect the rent or revenues accruing therefrom. Now one and then the other of the brothers would hold possession, effort being made to secure payment of the rent from Watson and Co. by offering reduced figures of rental. Watson and Co. have naturally accepted the best offer made them, and at least one of the contestants claims that they are holding at less by one third than its proper value.

In the confusion arising out of the fight between the brothers over the question of proprietary rights, Watson and Co. at one time found themselves in a peculiar predicament, being forced to duplicate the payment of rent to two different parties, by later depositing a like amount in the bank to the account of Rafael Enriquez.

The sum in question was \$2,100. Matters were then still further involved by Judge Basa's ordering the deposit to be paid over to Rafael Watson and Co. then instituted suit of recovery in the Supreme Court, which was granted and the money ordered to be restored.

In court yesterday the question of the legal dispossession of Watson and Co. came up before Judge Kincaid. Messrs. Montague and Dominguez, who have been engaged by Rafael Enriquez and the eight heirs to defend their interests, brought matters to an issue by asking that the judgment of the Supreme Court, which affirmed the decision of the lower court in granting a writ of ejectment against Watson and Co. be dispossessed. Mr. Rohde, counsel for the English Drug Store, made appeal, contending for the appeal to lie in both effects; namely, in the right of appeal, and in a writ holding of the execution affirmed by the Supreme Court. He claimed that the courts being changed, the case ought to be reheard and retried.

NOTANDA.

CALENDAR.

JULY.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.78
Thermometer 83.6
Humidity 83.9
Rainfall 14.210

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer 29.87 29.81
Temperature 84 84
Humidity 77 74
Rainfall 0.18 —

TO-DAY.

Wednesday, 17th July, 1901.
Chinese—3rd of 6th moon of 27th year of Kwang-si.
Sun—Rises 5hr. 25min.
Sets 5hr. 45min.
High water—Morning 5hr. 34min.
Afternoon 5hr. 15min.
Low water—Morning 5hr. 49min.
Afternoon 5hr. 39min.

ANNIVERSARIES.

1636—Geyer, the Dutch Envoy, received in Peking as bearer of tribute.
1870—France declared war against Prussia.
1898—Serious riots in French Concession, Shanghai, re Ningpo Josshouse. Constitution suspended throughout Spain.
1899—Philippines attacked San Fernando, Philippines.
1900—Relief of Comasie announced.

TO-MORROW.

Thursday, 18th July, 1901.
Chinese—3rd of 6th moon of 27th year of Kwang-si.
Sun—Rises 5hr. 26min.
Sets 5hr. 45min.
High water—Morning 5hr. 14min.
Afternoon 5hr. 47min.
Low water—Morning 5hr. 25min.
Afternoon 5hr. 55min.

ANNIVERSARIES.

1842—The Imperial Canal blockaded by the British fleet.
1872—Attempted assassination of the King and Queen of Spain.
1876—Loan Art Exhibition held in the City Hall, Hongkong.
1880—Earthquake in Manila; 10 lives lost and much damage done.
1885—Additional Article to the Chefoo Convention signed in London.
1898—United States formally annex Hawaii.
1899—The Shamrock beats the Britannia.

AGENDA.

TO-MORROW.
Cargo ex *Aratoun* *Apar* subject to rent.

FRIDAY, 19th.

(About)—P. & O. Co.'s steamer *Coromandel* leaves for Shanghai.
4 p.m.—I. C. S. N. Co.'s steamer *Yuen-sang* leaves for Manila.
H. A. L. Co.'s steamer *C. Ferd. Laeiss* leaves for Calcutta via Singapore.
C. N. Co.'s steamer *Whampoa* leaves for Ningpo and Shanghai.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

July 9th.

Mr. W. G. Elder, late 3rd engineer, *Taisang*, has been transferred to the *Yik-sang*.
Mr. J. Smart, acting 3rd engineer, *Yik-sang*, has signed off.
Mr. Thomas Evans, 2nd officer, *Esang*, is transferred to the *Laisang*.
Mr. G. C. Purton, late 2nd officer, *Wingsang*, has been transferred to the *Esang*.
Mr. J. Dougal, from leave, has gone and engineer, *Taisang*.
Mr. H. Cuthbertson, 2nd engineer, *Taisang*, is awaiting orders.
Mr. P. H. Cowan, chief officer, *Chungking* is transferred to the *Shanghai*.
Captain P. Garriock, late *Patling*, is transferred to the *Hailow*.
Captain L. Dawson, *Hoihow*, is transferred to the *Kwai-jang*.
Mr. A. McColl, late acting 2nd engineer, *Shan*, is transferred 3rd engineer, *Tamsui*.
Mr. W. H. Arroll, 3rd engineer, *Tamsui*, is on leave.

July 10th.

Mr. Smallbrook is promoted from 3rd to 2nd officer of the *Haiting*.
Mr. Daniel has gone 2nd officer of the *Haiting*.
Mr. W. S. Burrows is temporarily sailing as 2nd officer of the *Thales*, and then goes chief officer of the *Haitan*.
Mr. R. A. Musgrave is appointed 2nd engineer of the *Thales*.

July 12th.

Mr. E. B. Hayes is transferred from the *Hunan* as chief officer to the *Whampoa*.
Mr. T. Davies is transferred from s.s. *Hol-ho* as 2nd officer of the *Whampoa*.

July 13th.

Mr. H. Coughlan, 2nd officer of the *Indrani*, is transferred to the *Indravelli*.
Mr. Firth, R.N.R. sails as 2nd officer of the *Indrani*.

July 15th.

Mr. W. S. Burrows is appointed chief officer of the *Haitan*.
Mr. A. B. Short is 2nd officer of the same steamer.
Mr. Fairfield 3rd officer same ship.
Mr. C. H. Walker is transferred as 2nd officer to the *Thales*.

July 17th.

A. H. Macdonald has gone to Manila to join the *Zafra*.
F. Fairweather, 2nd engineer, s.s. *Diamante*, has resigned.
T. Clark, 3rd engineer, *Diamante*, is promoted 2nd engineer, s.s. *Diamante*.
D. M. Wilson, has joined s.s. *Diamante*, as 3rd engineer.
John Pender, chief s.s. *Nanshan*, is promoted Superintendant engineer, Messrs. Bradley & Co.
J. Paterson, 2nd engineer, *Nanshan*, is promoted chief, *Nanshan*.
W. A. Jamieson, has joined *Nanshan*, as 3rd engineer.
R. W. Musgrove, has joined s.s. *Thales*, as 2nd engineer.
Ed Potts, has joined s.s. *Perla*, as 3rd engineer.
Mr. Allan, Amoy Dock, has resigned.
John Watson from Saigon Rice mills, has joined Amoy Dock, vice Mr. Allan resigned.
James Watson, resigned from *Stishan*, has joined Saigon Rice mills, vice John Watson, resigned.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Coromandel*) to-morrow.
English (*Hongkong Maru*) 20th instant.
German (*Konig Albert*) 23rd instant.
German (*Bayern*) 24th instant.
American (*China*) 27th instant.
Canadian (*Empress of China*) 30th instant.
American (*Doric*) 7th prox.

The Portland and Asiatic steamer *Knight Companion*, will leave Yokohama on the 18th inst. for this port.

The D. & Co.'s steamer *Tacoma* arrived at Kobe on the 16th and sails for Shanghai and Hongkong on the 17th inst.

The H. A. L. steamer *Alexandria* from Hamburg, left Singapore for this port to-day, and may be expected here on or about the 22nd inst.

The Barber Lines steamer *Glamorganshire*, from New York, left Manila to-day, and may be expected here on or about Saturday, the 20th inst.

The Austrian Lloyd's S. N. Co.'s steamer

Melbourne left Singapore for this port yesterday.

The Austrian Lloyd's S. N. Co.'s steamer

Frank Ferdinand left Singapore for this port yesterday.

HONGKONG AND WHAMPOA DOCK RETURNS.

Union	At</
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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAGOSHIMA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 19th July, at Noon.
KANAGAWA MARU.....	MARSEILLES, LONDON and ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 26th July, at Daylight.
YAWATA MARU.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMBA MARU.....	KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 16th July, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 14th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW"

Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & Co.,
Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

[676c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON".....	about 1st Aug.
"HEATHBURN".....	about 15th Aug.
"JUPITER".....	
"SATSUMA".....	
"RICHMOND CASTLE".....	

For Freight and further Information, apply to

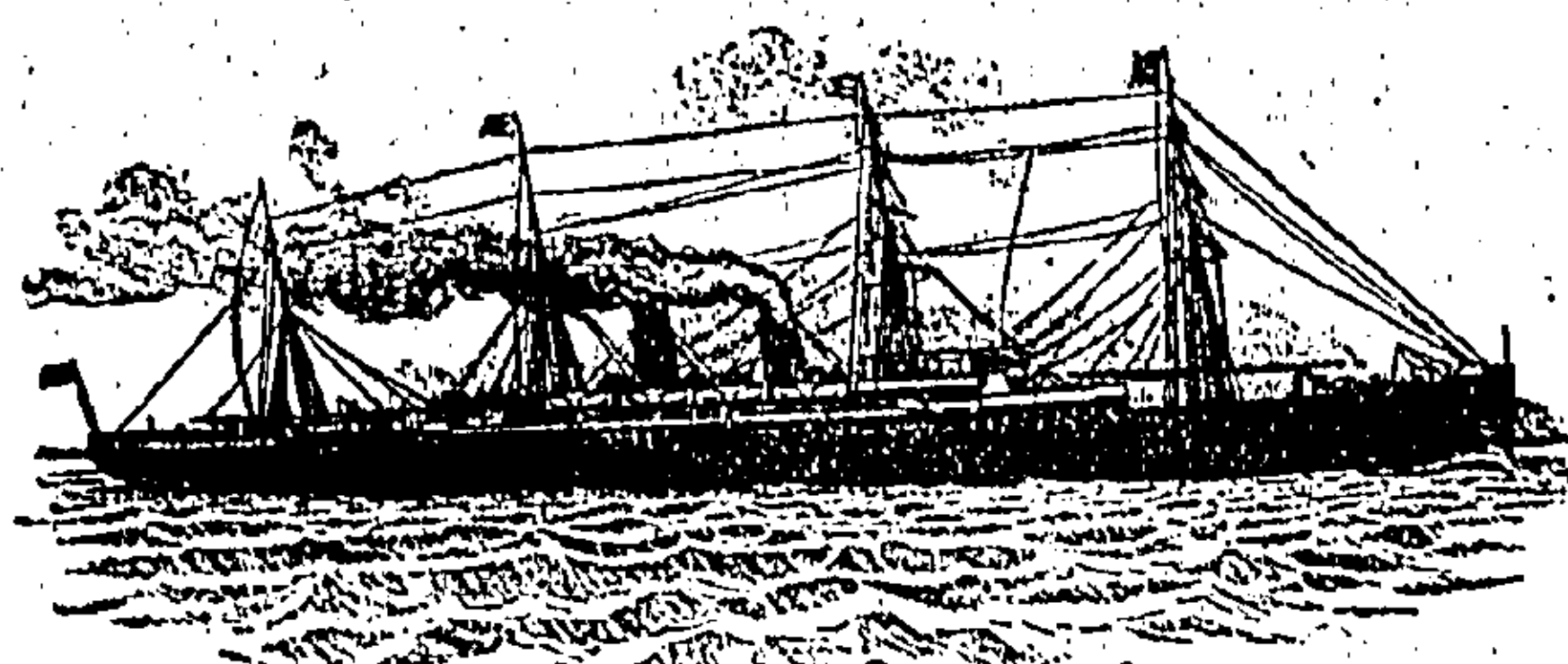
DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th July, 1901.

[445c]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GABRIC".....	TUESDAY, 23rd July, at Noon.
"CHINA".....	TUESDAY, 6th August, at Noon.
"DORIC".....	THURSDAY, 15th August, at Noon.
"PERU".....	SATURDAY, 31st August, at Noon.
"COPTIC".....	TUESDAY, 10th September, at Noon.
"CITY OF PEKING".....	TUESDAY, 24th September, at Noon.

THE O. & O. Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

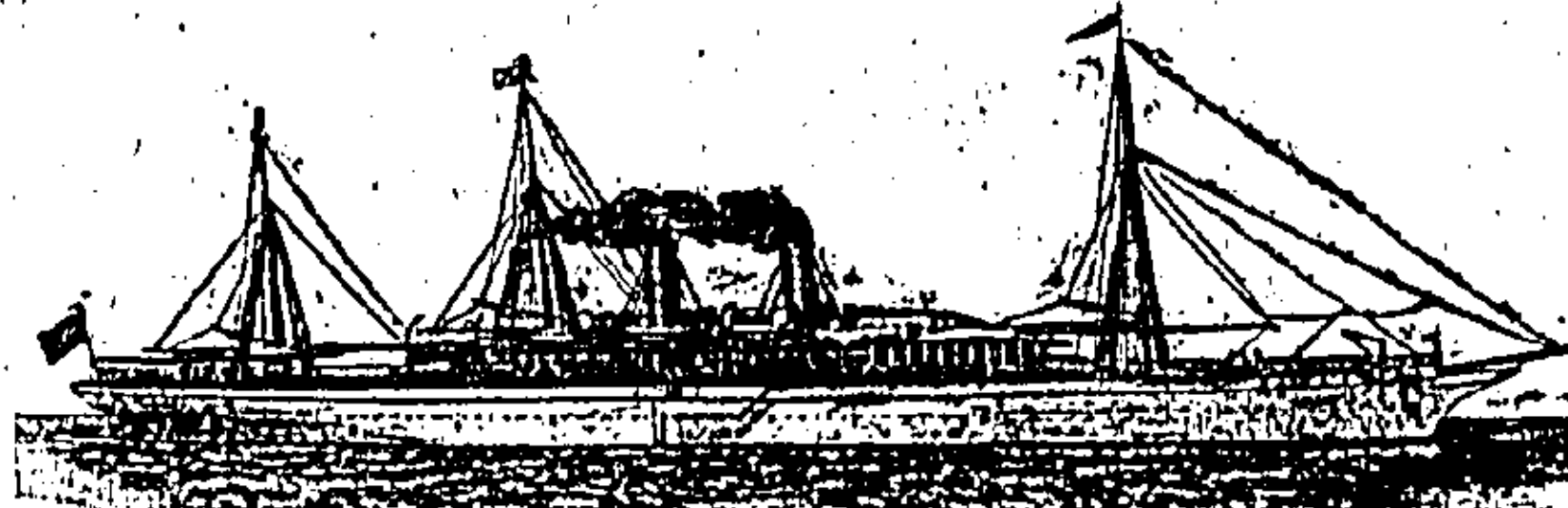
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 13th July, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 17th July, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
WUERZBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG)	26th July. } Freight.
ACILIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO)	6th August. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings,
Hongkong, 13th June, 1901.

[431c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"CHINKIANG".....	19th instant.
NIENHSIN.....	"NANCHANG".....	22nd instant.
ILAOLO and CEBU.....	"KASHING".....	24th instant.
MANILA.....	"TSINAN".....	24th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TSINAN".....	24th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th July, 1901.

[51c]

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL.....	"STENTOR".....	23rd July.
"....."	"IDOMENEUS".....	7th August.
"....."	"ORESTES".....	13th August.
"....."	"AJAX".....	20th August.
"....."	"TYDEUS".....	26th August.
"....."	"PYRRHUS".....	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON.....	"ALCIBIOUS".....	23rd July.
"....."	"DEUCALION".....	6th August.
"....."	"PELEUS".....	20th August.
"....."	"STENTOR".....	3rd September.
"....."	"GLAUCUS".....	18th July.
LIVERPOOL (DIRECT).....	"PATROCLOS".....	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

FOR CALCUTTA (DIRECT) VIA SINGAPORE.

THE H.A.L. Steamship.

"C. FERD. LAEISZ."

Captain Fuchs, will be despatched for the above Ports, on FRIDAY, the 19th instant, at Noon.

For Freight and further Particulars, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Queen's Buildings, No. 1.

Hongkong, 8th July, 1901.

[725c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th July, 1901.

[745c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATTOON APCAR."

Captain E. Fey, will be despatched for the above Ports, on SATURDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 16th July, 1901.

[751c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 21st instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 15th July, 1901.

[226c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th June, 1901.

[681c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU."

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 24th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 15th July, 1901.

[226c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA."

Captain Williamson, will be despatched for the above Port, on or about the 15th August.

To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 8th July, 1901.

[327c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... about 1st Sept. 15

THE Steamship

"STRATHGYLE."

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

1750c

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

having Established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK."

Sails from Seattle about the 10th of July;

"CHINGWO,"

Sails from Seattle about the 24th of July;

"HYSON,"

Sails from Seattle about the 10th of August;

"KAISOW,"

Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.

For further particulars, apply at

THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICE, NEW YORK;

Estimations.

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For Sale.

FOR SALE.

THE German Steamer

"MUECHEN,"
4,536 tons gross, 2,855 tons net,
as the new lies in the COSMOPOLITAN Dock
at Kowloon, Hongkong, in damaged condition,
with all her gear, tackle, engines, boilers,
machinery and appurtenances how on board.
For Particulars and Inspecting Order, apply
to

MELCHERS & CO.,

NORDDEUTSCHER LLOYD,
Hongkong, 28th June, 1901. [679c]

FOR SALE, CHEAP.

A COTTAGE PIANO BY BORD, OF PARIS,
Three years old, in Excellent Condition.
For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. [569c]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after the 18th
instant, at 2 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 15th July, 1901. [757c]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"GAELIC."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 15th July, 1901. [757c]

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.
THE Steamship

"MARIA VALERIE,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon, on the 22nd instant, or they will not be
recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 22nd
instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 15th July, 1901. [688c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"BINGO MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.

Optional goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 22nd instant, will
be subject to rent.

No Fire Insurance will be effected.
All ship-damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 25th instant, or claims in
connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 15th July, 1901. [757c]

Relieves the scal-
ding pain at once
and

CURES

all discharges from
the penito-
urinary or-
gans in either
sex in
48 HOURS

Santal-Midy
is a
specific
for
Cystitis

Unlike the
dull oil of the
Bazars, Santal-
Midy is superi-
rior to Co-
palba, Glycer-
in, or Injections,
and causes
no inconveniences.

Beware of imitations
Each tiny Capsule
bears the name

SANTAL-MIDY

8, RUE VIVIENNE, PARIS

Intimations.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1898. [40c]

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessel during her stay in
Hongkong Harbour:—

SEA WITCH, American ship, Howes.—Master,
ADOLPH OBRIG, American ship, Amesbury.—
Standard Oil Co.

VISITORS AT THE HONGKONG

HOTEL.

Andrews, Mr. D. A. Katsch, Mr. E. A.
Angus, Mrs. Kaufmann, Mr. E.
Arnold, Mr. H. Kiene, Mr. and Mrs. F.
Auld, Mr. J. S. Kirkwood, Mr. J.
Bailey, Mr. W. S. Levenson, Mr. J.
Benjamin, Mr. David Littlehale, R.E., Major
Berger, Mr. F. J. G. Frank, W.
Black, Mr. F. H. Long, Mr. and Mrs. D. M.
Bowers, Dr. F. H. Lue, Mr. C.
Breitmann, Mr. R. J. Macdonald, Capt. D.
Brown, Mr. R. H. Macdonald, Mr. D.
Brown, R.E., Major W. B. Marlow, Mr. J. T.
Brown, Mr. J. McCulloch, Major T.
Bruce, Mr. and Mrs. Meurer, Mr. A.
Bustow, Mr. Naboby, Mr. P.
Byrrie, Lt. and Mrs. Parfitt, Mr. W.
Cameron, Mr. D. H. Pascual, Mr. C.
Clark, Dr. and Mrs. F. Pirry, Mr. C.
Cole, Mr. W. G. Reel, Dr. L. R.
Coley, Mr. J. S. Robertson, Mr. W. R.
Cousin, Mr. J. S. Schouw, Mr. C.
Cunha, Mr. P. C. Denoch, Mr. P. W.
Devilbiss, Mr. D. M. Shafritz, Mr. and Mrs.
Dickson, Mr. A. J. J. T.
Discombe, Mr. G. M. Shanks, Mr. D. C.
Dorehill, R.A. Major Smethers, Mr. M.
Dredge, Mr. T. F. Smithers, Mr. R. G.
Dyson, Capt. P. S. Spear, Mr. R.
Fernald, Mr. and Mrs. Stevens, Mr. H. Goyne
Finlay, Mr. A. J. Sweeting, Mr. H. S.
Fittin, Mr. D. A. Sawyer, Mrs. W. E.
Floer, Mr. P. Taylor, Mr. D. G.
Freich, Mr. R. Thomas, Mr. Harry
Gibson, Mr. Kennedy Thomson, Dr. J. C.
Glover, Mr. C. Tibbey, Mr. H. M.
Goddard, Mr. W. W. Valentine, Mr. G. H.
Gooley, Mr. H. Wakeman, Mr. G. H.
Griffith, Mr. John Watts, Mr. and Mrs.
Griffin, Mr. A. E. Harold, Mr. C.
Harold, Mr. W. Wells, Mr. C.
Hemming, Mr. H. I. Wemyon, Mr. W. T.
Holton, Mr. S. G. Whitley, Mr. W. J. G.
Howard, Mr. Thos. Whitley, Mrs. William
Huber, Dr. J. Wild, Lieut. and Mrs.
Hughes, Mr. W. K. Baginall
Huke, Mr. A. N. Williamson, Mr. and
Innes, Capt. Mrs. A. A. and child
Irving, Mr. E. N. Williamson, Mrs. J. and
Jackson, Mrs. R. H. child
Johansen, Mr. and Mrs. Woodward, Mr. T. A.
Jossph, Mr. and Mrs. E. S. Woolen, Mr. J. J.

VISITORS AND RESIDENTS AT THE

PEAK HOTEL.

Beattie, Mr. James Martin, Mr. R.
Benjamin, Mr. S. S. Miller, Mr. and Mrs.
Bourne, Mr. J. W. C. Paterson, Miss
Brown, R.E., Col. L. F. Ferret, Col.
Bray, Mr. H. F. R. Pitt, Mr. John R.N.
Brusse, Mr. G. H. Pollock, Hon. H. E.
Cameron, Mr. Allan Pryne, Capt. R.A.M.C.
Collard, Col. A. W. Pryne, Mrs.
Crookenden, Col. Quisthoff, Mr. M.
Dunn, Mr. George H. Rublee, Mr. W. A. (U.
Drton, Mr. F. S. Consul of America)
Ezekiel, Mr. J. S. Rublee, Mrs. W. A.
Ezekiel, Mr. R. M. child and maid
Forbes, Mr. Andrew Rumsey, R.N., Hon.
Fraser, Mr. and Mrs. R. Murray
H. W. Shellim, Mr. Edward
Glover, Mrs. Sinclair, Mr. A.
Graham, Mr. D. M. Skerchey, Mr. & Mrs.
Gumpert, Mr. and Mrs. Stokes, Mr. A. G.
Hargan, Dr. and Mrs. Thomson, Mr. J. S.
H. Matheson, Mr. Tomlin, Mr. G. L.
Hughes, Col. G. A. Whelan, Mr. G. L.
Jack, Mrs. W. C. and child Wilgress, Mr. W. T.
Jeffries, Mr. Wilson, Mrs. W. and
Jeffries, Mr. H. N. child
Lang, Dr. K. Wright, Mr. and Mrs.
Lee, Mr. L. E. H. Taylor
Mackie, Mr. Gordon

CRAIGIEBURN.

Anderson, Mr. Jas. Jarro, Capt. J.
Beattie, Mr. and Mrs. Langlands, A.O.D.,
J. M. Capt. and Mrs. P.
Brown, Mr. and Mrs. Pyle, Mr. E. Burns
G. M. Sisters, Govt. Civil
Crouch, Mr. J. W. Higgins
Edwards, Mr. G. H. Volpicelli, Consul
Gimble, Mr. & Mrs. G. Yeals, Mr. and Mrs.
Heemskerk, Mr. J. J. B. F. H.
Helms, Mr. W.

KOWLOON HOTEL.

Brandstedt, Capt. Mitchell, Mr. R. H. B.
Laxton, Mr. R. W. Salters, Mr. D. W.
Merrill, Mrs.

EXCHANGE.

Hongkong, 17th July.
ON LONDON, Telegraphic Transfer, 1/11
Bank Bills, on demand 1/11 1/16
Credits, 4 months' sight 1/11 7/16
D'cents, 4 months' sight 1/11 9/16
ON BERLIN, Bank Bills, on demand 1/11 1/16
Credits, 4 months' sight 1/11 7/16
ON NEW YORK, Bank Bills, on demand 1/11 1/16
Credits, 30 days' sight 1/11 7/16
ON BOMBAY, Telegraphic Transfer, 1/11 1/16
On demand 1/11 1/16
ON SHANGHAI, Telegraphic Transfer, 1/11 1/16
Private 30 days' sight 1/11 1/16
ON YOKOHAMA, T.T. 1/11 1/16
Sovereigns, Bank's Buying Rate, 1/11 1/16
Gold Leaf 100 touch, per 100 1/11 1/16
Bar Silver, 1/11 1/16
Dollars, 1/11 1/16

OPIUM QUOTATIONS.

Hongkong, 17th July.
New Patna, 1/11 1/16 per chest.
Old Patna, 1/11 1/16 per chest.
New Benares, 1/11 1/16 per picul.
Old Benares, 1/11 1/16 per picul.
New Malwa, 1/11 1/16 per picul.
Old Malwa, 1/11 1/16 per picul.
Persian, paper tied 1/11 1/16 per picul.

The Share Market.

LATEST QUOTATIONS.

(July 17th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	400 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Preference)	£ 4	61
The Bank of China & Japan, Limited (Ordinary)	£ 1	65 1/2 buyers
The Bank of China & Japan, Limited (Deferred)	£ 8	67 buyers
National Bank of China, Ltd.	£ 1	65 sellers
Do. Founders	£ 1	65 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	£ 60	\$125 nominal
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	£ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$350 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$85 sellers
Shipping.		
Hongkong, Canton & Macao Steamboat Co., Limited	\$ 15	\$351 sales
Indo-China Steam Navigation Co., Ltd.	£ 10	\$150 buyers
China & Manila S.S. Co., Ltd.	\$ 40	\$62
Douglas Steamship Co., Ltd.	\$ 50	\$56 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 10	\$24 sales
"Shell" Transport & Trading Co., Ltd.	£ 2 1/2	£2 1/2
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$144 sellers
Luxon Sugar Refining Co., Ltd.	\$100	\$36 sellers
Mining.		
Punjab Mining Co., Ltd.	\$ 9	\$5 sellers
Punjab Mining Preference Shares	\$ 1	\$1.20
Southern Franchise Gold Mines, Ltd.	£ 250	\$335
Queen Mines, Ltd.	25 cts.	5 cents
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$41 sellers
Raub Altian Gold Mining Co., Ltd.	18s. 10d.	\$12.90 buyers
Oliver Freehold Mines, Ltd. A.	\$ 5	\$1
Oliver Freehold Mines, Ltd. B.	\$ 5	\$1
Dooka, Wharves and Godowns.	\$ 50	\$310 sellers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$103 sellers
Whampoa Dock & Godown Co., Ltd.	\$ 50	\$103 sellers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	nominal
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$23 buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$9.35 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$198 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sellers
West Point Building Co., Ltd.	\$ 50	\$54
H'kong Hotel Co., Ltd.	\$ 50	\$130 buyers
Oriente Hotel Co., Ltd.	\$ 50	\$70
Humphreys & Estate & Finance Co., Ltd.	\$ 10	\$133 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$104 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40
Laou-cung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Vahlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Other Companies.		
Alhambra, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$60
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$20 buyers
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co.	\$ 10	\$16 sales
Watkins Limited	\$ 10	\$10 buyers
Hongkong Electric Co., Limited	\$ 10	\$12
Hongkong Electric Co., Limited	\$ 5	\$61
Hongkong and China Gas Co., Ltd.	£ 10	\$140 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$172
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
Hongkong Ice Co., Ltd.	\$ 25	\$185 buyers
H'kong High Level Tramways Co., Ltd.	\$100	\$260 buyers
Dairy Farm Co., Ltd.	\$ 5	\$71 buyers
Hongkong and China Bakery Co., Ltd.	\$ 10	\$30
Campbell, Moore and Co., Ltd.	\$ 10	\$30 buyers
Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$112 sellers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H. K. Steam Water Boat Co., Ltd.	\$ 5	\$8 buyers
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$56 sellers

VESSELS IN PORT.

Steamers.

ARRATOON APCAR, British steamer, 2,879. E.

Fey, 15th July, Singapore 10th July.

General.—David Sassoon, Sons & Co.

BURNISSE, American steamer, 1,400. A. H.

Laffin, 14th April, Manila 11th April.

Cable.—Government.

CHOWFA, German steamer, 1,055. A. Musings.

12th July.—Bangkok 6th July, Rice.

Butterfield & Swire.

GABRIEL, British steamer, 2,601. Wm. Finch.

R.N.R., 13th July.—San Francisco 14th

June, Honolulu 21st, Yokohama 5th July,

Kobe 7th, Nagasaki 8th, and Shanghai 10th,

Mails and General.—O. & O. S. S. Co.

GUTHRIE, British steamer, 2,500. W. G. Mc-

Arthur, 16th July.—Sydney and Melbourne

22nd June, and Manila 13th July, General.

Cable, Livingston & Co.

HOINAO, French steamer, 509. M. Morices, 14th

July.—Pakhai and Hoihow 13th July,

General.—A. R. Marty.

INDRAPURA, British steamer, 3,151. A. E.

Hollingsworth, 6th July.—Mojit 1st July,

General.—Shewan, Tomes & Co.

KUTSANG, British steamer, 1,495. T. W. Selby.

16th July.—Samarang 7th July, Sugar.—

Jardine, Matheson & Co.

LOMBARD, British steamer, 1,658. C. W. Rai-

son, 8th July.—Saigon 4th July, General.

—Dodwell & Co., Ltd.

MACDUFF, British steamer, 1,882. R. Glegg.

12th July.—Mojit 9th July, Coal.—Dodwell

& Co., Ltd.

MUNCHEN, German steamer, 4,691. Krebs,

28th May.—Caroline Islands 15th May,

Ballast.—Melchers & Co.

NANSHAN, British steamer, 1,299. Allan Jones.

27th June.—Newport, Mon. 10th May,

Coal.—Bradley & Co.

OAK BRANCH, British steamer, 2,064. J.

Scheel, 12th June.—Mororan 4th June,

Coal.—Dodwell & Co., Ltd.

RAJAH, British transport, 3,634. J. L. Lefeleich,

15th July.—Taku 9th July.

ST. EROCH, British dredger, 650. R. Rawcliffe,

30th May.—Wei-hai-wei 25th May.

ST. IRENE, British str., 2,474. W. H. Clements,

7th July.—New York 16th June, Cass Oil.

—Orde.

SAMBIA, German steamer, 3,633. G. Schmidt,

16th July.—Fochow 14th July, General.—

Caplowitz & Co.

SIMONGAN, Dutch steamer, 1,818. Sandman,

17th April.—Samarang and Saigon 29th

March, Sugar.—Yuen Fat Hong.

SISHAN, British steamer, 845. H. Holton, 9th

July.—Saigon 5th July, General.—Bradley

& Co.

SUNGKIANG, British steamer, 1,021. S. W.

Moore, 6th July.—Manila 3rd July, Ballast.

—Butterfield & Swire.

TOONAN, American steamer, 956. J. Blethen,

12th July.—Haiphong 12th July, and

Hoihow 14th, General.—Douglas, Laprak &

Co.

WHAMPOA, British steamer, 897. M. E. Laver,

15th July.—Canton 14th July, General.—

Butterfield & Swire.

Y. SONTAN, American steamer, 585. D. J. A.

Goitrol, 13th July.—Manila 10th July,

General.—Order.

YUENSANG, British steamer, 1,128. P. H. Rol

